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LYCURGUS HAS A TALE OF WOE.

Wants Heavy Damages From the Hawaiian Republic Government.

SEWER PIPE SUPPLY FROM SOUTH.

Report of Consul Mills to State Department Shows a Large Amount of Trade Diverted From San Francisco—Masters May Decline to Stop at Honolulu.

George Lycurgus, proprietor of Sans Souci, a famous summer resort near Honolulu, will endeavor to make the Hawaiian Government pay damages for the fifty-one days he was compelled to spend in prison on a groundless charge of misprision of treason.

Lycurgus arrived on the last steamer from Honolulu and expects to leave tomorrow for New York. From there he will proceed to Athens, stopping for a short time in London. He will present to the government of Greece his complaints against the Honolulu authorities, together with his claim for damages by loss of business and false imprisonment. He will also act as the representative of the other Greek residents of Honolulu who claim to have been injured under the new administration at the islands.

The last uprising among the Hawaiian subjects, it is claimed, was conceived and put into execution by men who made their headquarters at or near Sans Souci, and when the Government troops were sent there about seventy-five of the men were quartered on Lycurgus and for four days he was forced to provide them with food. When the trouble was over he was thrown into prison charged with having knowledge of the conspiracy and failing to report it to the Government officials.

Lycurgus says that the charges against him were entirely groundless, and that those who caused his arrest were well aware of that fact. During his imprisonment offers were frequently made, he says, to let him go free, provided he would sign a document releasing the Government from all claims he might have by reason of his arrest. He refused to enter into any such agreement.

At the time of his arrest Lycurgus was the principal owner of the California Wine Company, as well as of the resort at Sans Souci. By reason of his arrest his business was neglected and he was compelled to dispose of his wine interests at a sacrifice. The resort lost money because of the boycott started against him by friends of the Government, and as a result he has been almost ruined financially.

He complains bitterly of the treatment he received at the hands of the Government officers. When arrested at Sans Souci he was compelled to walk to the prison at Honolulu—a distance of five miles—though he offered to furnish his own conveyance. While in prison he was given little exercise and less food.—S. F. Chronicle, September 20th.

TRADE WITH HAWAII.

How It Has Been Diverted From San Francisco.

WASHINGTON, Sept. 30.—A report received at the Department of State from Consul-General Ellis Mills at Honolulu on the diversion of trade from San Francisco to New York states that during the six months ended June 30, 1894, the total exports from Honolulu to the United States were valued at \$5,001,538 and for the corresponding period of this year at \$4,949,916—a decrease of \$51,622.

Until this year all goods involved at Honolulu were consigned to San Francisco. During the six months ended June 30th last, out of \$4,949,916 worth of goods exported \$1,132,341 worth of sugar went to New York by way of Cape Horn, leaving exports for six months given to San Francisco \$3,817,575, as against \$5,001,538 for a corresponding period of 1894.

In consequence of the diversion of this trade to New York the number of American vessels leaving San Francisco in ballast shows a large increase over the corresponding period of 1894.

FLYING THE YELLOW FLAG.

Barkentine Retriever Reaches Port Townsend from Honolulu.

PORT TOWNSEND (Wash.), Sept. 30.—The American barkentine Retriever, twenty-five days from Honolulu, arrived tonight with the yellow flag flying. The vessel was immediately taken in charge by United States Quarantine Officer Stimpson, who will start at daylight with her for Diamond Point station, where she will be fumigated five days.

It is reported that there is only one man sick, but as the officers are detained on the vessel the nature of the case has not been ascertained. However, as the Retriever has come straight from Honolulu, it is regarded as almost certain that there is cholera aboard. Every precaution will be taken to keep out the dread disease.

Sewer Pipe for Honolulu.

BERMINGHAM, Ala., Sept. 23.—The Howard Harrison Iron Company of Bessemer yesterday secured a contract for several thousand tons of eighteen-inch iron pipe for the city of Honolulu. The contract is for a sufficient

supply to sewer the city, and the order, before completed, is expected to exceed 20,000 tons. This is the first foreign contract of the kind secured by an American company.

PLUNDER THE MISSION.

A Mob of Six Hundred Chinese Wreck a German Station.

SHANGHAI, Sept. 30.—The German mission near Swatow was looted today by 600 Chinese plunderers. It is impossible now to get details or anything more than a mere announcement of the fact.

LONDON, Sept. 30.—The "Times" tomorrow will publish a dispatch from Hongkong which says that at an annual examination in Canton thousands of students were given copies of the Imperial decree in which the doctrines of the Christians were fiercely condemned. The decree uses the following language:

"A stupid, black-haired race is establishing sundry sects, and they regard not their own lives, but pretend to rise again as immortal men and women. They congregated and, abandoning chastity, behave like obscene birds and beasts.

"Faithful Confucians must shoot, stone and behead them without mercy. I, the Emperor, command the authorities to eradicate these weeds and vermin. Kill the serpents, throw them to the wolves and tigers because there is no salvation for them either against the heavenly calamities or misfortunes caused by human agencies."

RACE FOR THE AMERICA'S CUP.

Challenge for a Sail Next Year is Cabled from London.

Iselin Undecided About Defender Racing in English Waters—British Admiral Criticizes Dunraven's Action.

NEW YORK, Sept. 30.—An evening paper announces that another challenge has been issued for the America's cup, coming from Charles Rose, a son of Sir John Rose of London, who has cabled a challenge for a race in 1896, to ex Commodore James D. Smith, chairman of the cup committee of the New York Yacht Club. The challenge was turned over to the New York Yacht Club.

It cannot be formally acted upon because it was not made in the proper form. According to the terms on which the cup is held by the club, a challenge must be sent to its secretary through the secretary of the club to which the challenger belongs, and not by an individual.

Mr. Rose is said to be a member of the Royal Yacht Squadron, and if he really desires a race, the technicalities could doubtless be arranged.

Iselin Undecided.

NEW ROCHELLE (N. Y.), Sept. 30.—Mr. Iselin was seen at his home at Premium Point. He says that the report from London is correct in reference to the offer of \$5000 for a race in English waters. He received a cablegram last evening from Mr. Laycock of London, transmitting the offer. Mr. Iselin replied by cable: "No definite answer can be given at present. Thanks."

Mr. Iselin says there has been no business meeting of the owners of the Defender since the Valkyrie-Defender races, and therefore there has been no deliberate action taken to decide whether or not the Defender will go to Europe.

LONDON, Sept. 21.—The Field this morning says that a wealthy gentleman is prepared to build a cutter with which to challenge for the America's cup in 1896 providing the New York Yacht Club will consent to sail the matches in waters where the yachts will not be interfered with.

BEING CRITICIZED AT HOME.

Dunraven Not Iselin's Equal in the Sporting Instinct.

LONDON, Sept. 30.—The Times gives prominence today to a letter from Fitzgerald, who says Lord Dunraven must expect that his conduct in the matter of the America's cup races will be severely criticized and compared unfavorably with that of Iselin.

His fair-minded countrymen, Admiral Fitzgerald continues, have cause to regret the course of Lord Dunraven, and all true lovers of sport must regret that Iselin's generous offer to sail the second race was refused. Technically, the Admiral says, Lord Dunraven's refusal to sail on the third day was right, but the question should have been treated upon broader grounds. The Americans throughout have shown true sporting instinct.

The impartial verdict of nautical history, the letter concludes, will say that Lord Dunraven failed to uphold the best traditions of English yacht racing.

Race in English Waters.

LONDON, Sept. 30.—The Sportsman announces that Laycock, Goodfellow & Bell, the bankers of Lombard street, have cabled to the New York Yacht Club an offer of £1000 for a race in English waters between the Defender and Valkyrie III. A check to that amount has been deposited with the secretary of the Royal Yacht Squadron.

Forty-five Drowned.

HAVANA, Sept. 19.—The cruiser Barcastegui was wrecked at midnight by a collision with the merchant steamer Morona, in the canal at the entrance of the port of Havana. Admiral Deigardo Parjo, eight other officers and thirty-seven of the crew were drowned.

HOW THE CHOLERA CAME HERE.

San Francisco Quarantine Officer Accuses the Steamer Belgic.

INVESTIGATION BRINGS OUT FACT.

Startling Statements Made Before a Special Meeting of the California Health Board—Disinfection of Iron Vessels by Superheated Steam.

SAN FRANCISCO, Sept. 22.—Dr. Godfrey of the United States Marine Hospital Service appeared by request yesterday before a special meeting of the Board of Health and delivered a short address on the subject of cholera in Honolulu. Some of his statements startled the members of the Board, and at the conclusion of his talk a resolution was unanimously adopted instructing the quarantine officer to continue a strict enforcement of the quarantine regulations.

Dr. Godfrey stated that he had been hunting up the history of the introduction of cholera into Honolulu and believed he had been successful in attaining the facts. "The time occupied by the steamer Belgic in going from Hongkong to Honolulu," said Dr. Godfrey, "interfered with our five-day rule, but I can now account for that. If the ship's surgeon had been correct in stating that there had been no cases of cholera on board, eleven days would have elapsed after the ship left Hongkong before the cholera appeared. But I am to be supplied with evidence showing that the deaths on board were without doubt the result of cholera.

"The Belgic arrived at Honolulu on August 8th and landed 550 persons, the greater number of whom were coolies. The following day two of those landed died from cholera. The bodies were interred on the seashore, and only covered with one and one-half feet of sand. The waves washed the bodies out and they were soon food for the crabs. A native woman engaged in crab fishing near where the bodies were buried was the next victim and then the epidemic began.

"The natives refuse to furnish information about their dead and when search has been made numerous bodies have been found lying near the houses of their relatives. At one laundry, where the washing for vessels was done, the remains of eight coolies who had died from cholera were found. In the cases of the deaths on the Belgic it was claimed by the surgeon that one died from heart disease and the other two with pneumonia. Affidavits are being prepared showing that they all suffered with a similar disease and believed to be cholera.

"The Belgic brought 105 passengers from Honolulu to San Francisco, many of whom were Chinese. So far as known, no harm has come from them, but we do not know how many germs of the terrible disease are hidden away in the baggage of those passengers. The danger line, however, has been passed, I think, because the Belgic arrived here over a month ago."

Dr. Godfrey suggested that the iron steamers be compelled to disinfect themselves by using superheated steam, the best and safest remedy. It is easy for this to be done and it would aid the quarantine officers materially. The suggestion met with the approval of the Board, and the quarantine officer was instructed to serve a suitable notice upon the owners of steam vessels coming from infected ports."

RESCUED IN MIDATLANTIC.

The Man Who Tried to Cross the Ocean Alone.

NEW YORK, Sept. 30.—A Herald cable dispatch from Buenos Ayres, Argentina, states that Robert McCullum, who left this port in a nineteen-foot sloop on June 13th to cross the Atlantic, had been rescued by the British ship Stalwart. He was starving and crazy when sighted by the ship, and was taken on board with his little boat.

It will be remembered that McCullum started from New York expecting to reach Queenstown in forty days. When he had been out that length of time he was sighted by the Union line steamer Thorndina 994 miles from New York, and had made about one-third of his journey. He must have been rescued shortly afterward, for the Stalwart left Batiscan, Quebec, on July 11th for Buenos Ayres, and would have crossed McCullum's route about the latter part of July. It was believed that McCullum was lost, for no news had been heard of him since he was reported by the Thorndina.

SAMOA IS A VERY BAD WAY.

The Present Situation Must be Changed. Natives are Turbulent.

LONDON, Sept. 21.—A Press representative has had an interview with Dr. Lempriere, the agent of the late Mr. Sherwood, the owner of Pago Pago, the largest harbor of Samoa and the only one secure from cyclonic disturbances.

Dr. Lempriere said: "There have been constant communications between the British, German and American governments regarding the future of Samoa. The present situation is an impossible one and can only result

in the absolute destruction of trade and the gradual extinction of the natives. According to late accounts trade is at a standstill and the natives are in a condition of turbulence.

"New Zealand being the nearest British possession and largely interested in the development of Polynesian trade, is the proper quarter from which the question can be pressed best on the attention of the Imperial government. I have the greatest confidence in Mr. Ward, the Colonial Treasurer of New Zealand, laying before his government some scheme having in view the alteration of the present condition of affairs.

"The Pacific cable having been decided on and the money guaranteed is a matter of vital importance to America as well as to Great Britain and the Colonies. Fiji, which was first proposed as a central station for coaling and for repairing steamers, has been found unfit, being situated in the center of cyclonic disturbances. Only last winter a storm there leveled all the buildings in its track. Samoa, which is in the postal union and in direct steam connection with San Francisco, New Zealand and Australia, has a harbor three miles long by one-fourth of a mile wide and with safe anchorage.

"That America and Great Britain are both anxious to have the Samoan question settled is certain. Both countries desire to have an end put to the present deadlock, and it is hoped that some means may soon be found to settle the German claims and buy them out, if not at too exorbitant a figure."

MAY BURN CORN FOR FUEL

It Will Soon Be Cheaper Than Coal.

This Year's Crop the Largest Known in the History of the Trade.

CHICAGO, Sept. 17.—With a 2,500,000 bushel crop the West will have corn to burn. According to a Kansas City dispatch, a packing house company has already issued orders to its Wichita house to begin the use of corn for fuel as soon as it can be bought for 12 cents a bushel. On the basis of the May price, with due allowance for freight and for the discount from the contract price for off grades, corn on the Western farms is not worth over 10 cents a bushel.

The '95 crop of corn is practically made, and without doubt it will be a record breaker. It is figured that the total yield of corn this year will be 2,325,000,000 bushels. It will not be far from double the quantity of corn produced last year, and far in excess of the quantity of corn produced in any of the star crops in the history of the trade.

The prices have become demoralized simply on anticipation. December corn touched 27½ cents last week. On the basis of present prices corn will be cheaper than coal for fuel during this fall and winter in the States west of the Mississippi river. It is said that experiments have shown that a ton of dry corn will go further in producing steam than a ton of coal.

Anthracite coal laid down in Kansas City even at reduced freight rates costs \$6 a ton in car lots. At points in the interior of Kansas, Nebraska and Western Iowa it costs all the way from \$7 to \$9 a ton. At these same points corn is worth only from \$2.50 to \$4 a ton on the cob. Iowa soft coal can be delivered in Central Nebraska at about \$3.50 a ton, and Illinois coal at \$4. In Iowa native bituminous coal costs over \$2 a ton.

A prominent operator on the Board of Trade today offered to forfeit \$10,000 if he could not furnish the "Alley L" with corn for fuel at a less cost than that of coal.

BONES OF GREELY'S MEN.

The Peary Expedition Said to Have Brought Back Remains.

ST. JOHNS (N. F.), Sept. 22.—The crew of the Peary relief steamer Kite report that when the relief expedition visited Cape Sabine a party went on shore and after an hour's search returned with a number of bones, ostensibly belonging to one of the members of the Greely expedition, which wintered there years ago.

The Peary people deny this, but the crew stoutly maintain it is true, and the story is causing no small sensation here today, and also curiosity as to what took the Kite to that point, which was altogether out of her way. One man admitted that he did not know what his mission there was, and added that they collected a number of Eskimo skeletons during the cruise.

The story of the Kite's crew is generally believed by people here familiar with the details of the Greely horror, who declare that four or five bodies of those who perished were not brought home at all.

OAKLAND AND CHOLERA.

Health Board Will Make a House to House Canvass.

OAKLAND (Cal.), Sept. 20.—The Oakland Board of Health held a meeting last night to take some action looking to preventive measures against cholera. There was a report yesterday that a case of cholera had been discovered, but it proved groundless. The Board of Health did not wish to create any unnecessary scare, but it will probably inaugurate a house to house canvass to see that all sanitary measures are strictly complied with.